

IN THE CLAIMS

Please cancel claims 1-3 and add 4-6 as follows:

Claims 1-3 cancelled.

4. (New) A control device for driving and braking a rail vehicle, the device comprising:

a first linearly movable operating lever;

a second linearly movable operating lever disposed in a parallel relationship with the first lever; and

a coupling for releasably interconnecting the first and second levers, in order to selectively enable independent and simultaneous linear movement of the first and second lever.

5. (New) The control device according to claim 4 further comprising at least one switch disposed on at least one of the first and second levers.

6. (New) A control method for driving and braking a rail vehicle, the method comprising the steps of:

providing a first linearly moveable lever operable for setting acceleration or tractive power of the vehicle and actuating an electric brake for the vehicle;

providing a second linearly movable lever operable for actuating an indirectly acting compressed air brake for the vehicle;

aligning the first and second lever in a proximate parallel relationship; and

providing a coupling for releasably interconnecting the first and second levers in order to selectively enable independent and simultaneous operation of the first and second levers.